Disused Rail routes/lines in Tamil Nadu

*86. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of railway routes/lines which are in disuse in Tamil Nadu;

(b) the length of such routes with railway stations on the routes and the numbers of years of disuse of each route;

(c) the reasons for disuse in each case; and

(d) when the recent assessment of each route was done to consider operating trains on these routes?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (d) The details of rail routes/lines that are in disuse over Tamil Nadu are as under:-

(1) Nidamangalam—Manargudi section having distance of 13 Kms was closed for traffic during 1976. Rajapayam, Chavadi Halt, Hariddhra, Nadhi Halt stations were on this route.

(2) Peralam—Karaikal section having distance of 23.10 Kms was closed for traffic during 1987. Peralam, Ambegarattur, Tirunallur, Koraivovilpattu and Karaikal stations were on this route.

(3) Mayiladuturai—Taragambadi section having distance of 29.35 Kms. was closed for traffic during 1987 Mayilduturai Town, Sembanarkoil, Akkur, Tirukadaiyur, Thillaiyadi, Poraiyar stations were on this route.

(4) Agasthiyampalli—Kodikarai section having distance of 9 Kms was closed for traffic during 1987. There is no station on this section.

In view of the heavy loss every year on these line, a work-study was conducted by Railways which recommended for closure of these sections. The above sections were closed in the respective years mentioned above and permanent way structure were also removed.

Presently reconnaissance Engineering cum traffic survey has been sanctioned for gauge conversion of:

Mayiladuturai-Thirunvarur-Tiruturaipundi-Karaikkudi, and

Tiruturaipundi-Agasthiyampalli.

In addition to above, an Engineering cum Traffic survey has also been sanctioned for construction of a new line between

Mayiladuturai-Tirukadeyur-Tarangambadi-Tirunallar-Karaikkal.

Regarding the remaining two routes, no assessment has been done to consider operating trains on these routes.

"Total Safety" in Railways

*87. SHRI R.F. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that recently some fresh initiatives have been taken to achieve "total safety" on the Indian Railways; and

(b) if so, the details thereof including specific steps contemplated for addressing the problem of unmanned crossings and fresh guidelines laid down, if any, or machinery established to enforce accountability for the railway accidents caused, especially, due to human failure?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) Safety is accorded the highest priority on Indian Railways and adoption of new measures to improve safety, reduce the number of consequential accidents and resulting fatalities is continuous process.

A drive was recently launched on the Railways to observe a total safety fortnight and to streamline all aspects of safety including maintenance of all assets, availability of essential spares and materials, operation of trains, human failures, inspections and to rectify defects noticed during the drive. The drive involved officers and supervisors of all departments for monitoring the aspects concerning their areas of working.

Necessary action is taken against the staff found directly responsible for the accident or whose action may have led to circumstances